LONGUE HOUGUE SOUTH INDUSTRIAL AND RECLAMATION AREA
Parish of St. Sampson

Development Brief



Final

OCTOBER 2009

ENVIRONMENT
A STATES OF GUERNSEY GOVERNMENT DEPARTMENT

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PREFACE

1. Purpose

1.1 The purpose of this Development Brief is to provide more detailed planning guidance for the development of solid waste management facilities and ancillary infrastructure on reclaimed land at Longue Hougue South in the Parish of St. Sampson.

1.2 The Urban Area Plan – Review No. 1 (2002), as amended, makes provision for those waste management facilities that are identified in the Waste Disposal Plan adopted by the States in February, 2007. This Plan recognises the limited capacity available at the Mont Cuet landfill site and establishes a target for recycling 50% of all commercial and household waste by 2010. This is to be achieved through a variety of routes, the most significant involving the design, build and operation of a waste treatment facility at the Longue Hougue South Industrial and Reclamation Area (adjacent to St. Sampson's Harbour).

1.3 In addition to the development of a waste treatment facility at Longue Hougue South, the Urban Area Plan – Review No. 1 also seeks to provide a criteria-based policy framework for determining other waste management related proposals that might be brought forward, either by the public or private sector. These could *inter alia* include Civic Amenity and Materials Recovery Facilities, which would collectively contribute towards increasing recycling rates on the island. The Development Brief therefore makes provision for accommodating such facilities at Longue Hougue South, in the event that sufficient residual land becomes available, but it should be noted that a planning policy gateway exists for this form of development to be considered on the remainder of the Longue Hougue Key Industrial Area as identified in the adopted Urban Area Plan.

1.4 For the guidance of development agencies, the Brief defines the basic planning parameters to be followed in achieving the optimum beneficial use of the land at Longue Hougue South, whilst presenting a robust guide for development with sufficient flexibility to respond to changes in circumstance.

1.5 The Development Brief is in two parts. **Part One** provides the background to the proposed development; **Part Two** sets out the development guidelines to be adopted and provides guidance on what the Environment Department consider should be included in any detailed planning application(s) for the site.

1.6 The Development Brief also includes guidance on the interpretation of the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007. **Annex A** outlines the processes involved in securing detailed planning consent for any proposals that may come forward.

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PART ONE: BACKGROUND

2. Objectives

2.1 The principal aim of the Development Brief is to provide supplementary planning guidance for the development of the Longue Hougue South site that assists in determining planning applications. The Brief will also assist in meeting the following policy objectives of the States of Guernsey:

- To optimise the use of available land at the industrial land reclamation area at Longue Hougue South;
- To achieve a good overall development which enhances the Key Industrial Area and recognises the importance of the site's 'Gateway to Guernsey' location;
- To ensure that all significant environmental impacts arising from the development are addressed and where possible, mitigated;
- To satisfy the general policy principles set out in the Urban Area Plan-Review No.1;
- To achieve the implementation of the State's Solid Waste Strategy in a way which provides for the best practical environmental option;
- To meet the needs of future generations in dealing with the Island's solid waste;
- To ensure that any proposed development accounts for, and does not adversely affect or constrain, other development needs on adjoining sites at Longue Hougue South; and
- To ensure that the public's views have been fully taken into account in finalising the brief.

3. Policy Framework

3.1 The Strategic Land Use Plan (SLUP) is a statutory document prepared by the Policy Council of the States of Guernsey. Its purpose is to set out the strategic objectives to be embraced within the Detailed Development Plans prepared by the Environment Department.

3.2 Strategic Policy 31 of the SLUP outlines that the approved site at Longue Hougue, St. Sampson should be developed for an integrated waste management facility in accordance with the principles of the Solid Waste Strategy, strategic policy for the environment and revised environmental health legislation. Moreover, in reviewing its Detailed Development Plans, the Environment Department should make provision for those waste facilities identified in the Waste Disposal Plan, as adopted by the States.

3.3 Strategic Policy 31(A) of the SLUP provides for interim arrangements, such that, pending the approval of proposals for the Island's long term waste management facilities, temporary waste management infrastructure should be accommodated at Longue Hougue. This was in accordance with the

provisions of the original Outline Planning Brief (2002), which is now superseded by this document.

3.4 In November, 2008 the Environment Department published Proposed Amendments to the Urban Area Plan to provide a policy gateway for the Environment Department to determine proposals for a range of potential technologies for a waste treatment facility at the Longue Hougue Key Industrial Area and Land Reclamation Site. Following a public inquiry in February, 2009, the States endorsed the following proposed amendments to Policies EMP8 and WWM6 without further amendment in accordance with the Inspector's recommendations:

Policy EMP8 (Development of the Land Reclamation Site)

At the Longue Hougue Key Industrial Area and Land Reclamation Site, the priority will be to accommodate:

- ***Waste management facilities;***
- ***Industrial uses with a high environmental impact;***
- ***Uses falling within Use Classes 48-59 inclusive; and***
- ***Port-related industrial uses.***

To ensure that the Key Industrial Area and Land Reclamation Site are planned comprehensively, a Development Brief will be prepared for the phased development of the land to the east of Bulwer Avenue, St. Sampson, the underlying principles of which will be to optimise the use of the available land and achieve a good overall development which enhances the Key Industrial Area and recognises the importance of the site's 'Gateway to Guernsey' location.

All planning applications for significant waste related facilities shall be supported by an Environmental Impact Assessment.

Policy WWM6 (Solid Waste Management)

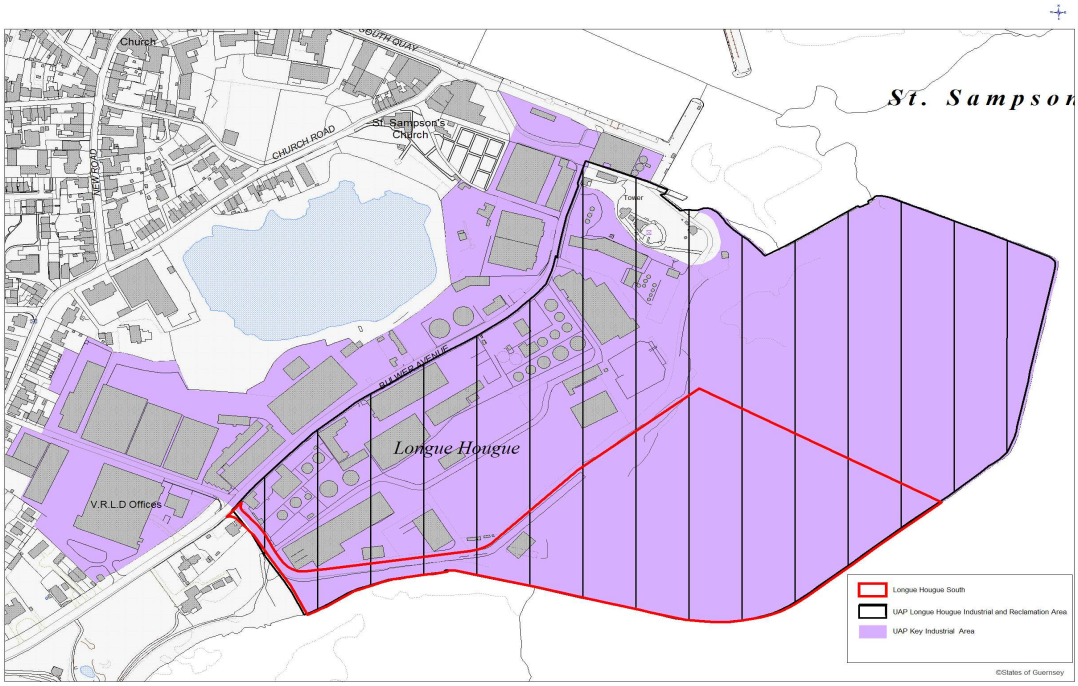
Proposals for solid waste management facilities will generally be supported, subject to them satisfying other relevant policies of the plan. Where appropriate, the Environment Department will require applications to be supported by an Environmental Statement and a Compliance Document, the latter demonstrating how requirements relating to environmental impacts have been complied with.

4. Site Description

4.1 Longue Hougue South Industrial and Reclamation Area (hereinafter referred to as the 'site') is principally an area of reclaimed land, which adjoins the south side of St. Sampson's Harbour, all of which is within the ownership of the States of Guernsey (see Plan 1). The land has been formed over the last decade by the deposition of inert waste material into an area encircled by

a rock bund built out into the channel known as the Little Russel. The rock bund is unlined and is therefore subject to tidal movements, but a breach in its north-west corner allows access to temporary boat moorings, which have been installed in the unfilled portion of the site.

Plan 1



4.2 The site is flat and featureless, exposed to the elements and visually prominent on the main approaches to Guernsey by sea and air. It is for example highly visible from the Little Russel, as well as from many public vantage points in St. Peter Port, The Bridge, St Sampson (particularly Delancey Park), Vale Castle and Bordeaux Harbour. It is also visible from as far away as Jerbourg Point, Herm and to a lesser extent, Sark.

4.3 The area identified on Plan 1 is approximately 6.5 hectares, leaving a residual area for port related/harbour uses on the temporary marina, which is also proposed to be reclaimed with inert landfill as a future phase of development; this could be subject to a further Development Brief. It is assumed for the purpose of this Brief that the site is capable of accommodating any of the solid waste treatment plant technologies that may be tendered by the States, but the chosen option will determine whether additional waste management facilities can be co-located on the site.

4.4 The principal access to the site is via Bulwer Avenue with a main carriageway having the capacity to handle heavy goods vehicles (HGV's), including large refuse lorries. This access also serves a range of adjoining industrial land uses, including a boat builder (Aqua-Star Ltd), car body shop/new car storage (Bougourd Bros), confectionery wholesaler (Wilkinsons of Guernsey Ltd), tobacco importer (J.J. Fox Ltd) and timber storage (Norman Piette Ltd).

PART TWO: DEVELOPMENT GUIDELINES

5. Existing Land Uses

5.1 The site is predominantly vacant at the present time, as the land filling of inert material continues to prepare the land for future industrial and harbour-related development within a rock bund. At its western end, there is an animal carcass incinerator which does not need to be moved, but may be re-located as part of the overall layout of the site, subject to the agreement of the State's Commerce and Employment Department.

5.2 The site also accommodates a temporary 'civic amenity' facility which has proven to be extremely popular with local residents, allowing them to dispose of bulky household goods, which is normally delivered by car. Subject to sufficient residual land being available, a civic amenity site could be retained on the site, albeit upgraded to render it a permanent facility with improved infrastructure, enhanced landscaping, safe public access and compliance with any risk assessments (see paragraph 5.3).

5.3 A number of hazardous uses are located within the existing developed Industrial and Reclamation Area between Bulwer Avenue and Longue Hougue South (see Plan 1). These include 11 above ground LPG storage tanks and 5 mounded tanks that are semi-submerged within a protective bund. LPG and other highly flammable liquids are imported to the island via berths on the south and north sides of St. Sampson's harbour immediately to the north west of the Key Industrial Area. The risk of introducing further employment uses into this area together with any public accessibility afforded by community waste disposal facilities/ infrastructure will need to be addressed as part of the consideration of any formal development proposals (**UAP Policy GEN10**). It is recommended that a Quantified Risk Assessment (QRA) be undertaken and further advice sought from Guernsey Health and Safety Executive.

5.4 The main road into the site via Bulwer Avenue serves the dual purpose of providing emergency fire brigade access to the LPG storage areas and it is imperative that this route is protected as part of the development proposals.

6. Proposed Land Uses

6.1 The principal use of the site which is the subject of this Development Brief will be for a solid waste treatment facility, but as outlined earlier, the site does offer the potential to accommodate other waste-related facilities/infrastructure or industrial uses with a high environmental impact (**UAP Policy EMP8**, as amended). Such uses might include a Materials Recovery Facility (MRF), Civic Amenity (CA) facility and Metals/Timber recycling plant, all of which

have the capability to contribute to the State's Solid Waste Strategy (**UAP Policy WWM6**, as amended).

6.2 As a general principle, it is important to maximise the development potential of the site and to ensure that each element of development and its infrastructure is phased and linked in a comprehensive manner. It will therefore be important to demonstrate how the proposals will be co-ordinated rather than dealing with individual applications for the site on a piecemeal basis (**UAP Policies GEN1 & GEN2**).

7. Architectural Design and Layout

7.1 In formulating guidance on how to achieve an acceptable architectural design for a waste treatment facility, it is considered that the following key principles should guide the design process:-

- To provide a durable design for a marine environment that is fit for its context and sensitive to its local character;
- To create an innovative development in design and functional terms that will enhance the local context and existing views from land and sea;
- To provide a landmark for the site and its location;
- To provide a positive, visual landmark at Guernsey's 'gateway' from the sea;
- To demonstrate how views of the site from land and sea will be respected;
- To address the screening of high impact uses within the site from the adjoining residential area and boat moorings and from the main access road through the site by means of hard and soft landscaping and other measures;
- To provide, where possible, a high quality, unified architectural concept for all structures associated with the facility in terms of materials, colour, roof forms and juxtaposition of buildings and, as far as is practicable, contain all equipment within a unifying architectural envelope;
- To ensure that no visually intrusive stockpiles of materials can normally be seen from outside the site;
- To reduce any adverse impact on the setting of Mont Crevelt and views from Vale Castle;
- To address the design aspects of the location of future phases from the outset; and
- To introduce and integrate sustainable design features to reduce the environmental impact of the works.

7.2 A comprehensive analysis of the visual and landscape issues was undertaken as part of the State's previous Environmental Impact Assessment (EIA) work undertaken by consultants in 2001. That assessment

acknowledged that the site is located on a ‘gateway’ to both St. Peter Port and St. Sampson Harbour and regular ferries and other vessels pass through the Little Russel within approximately 1 km of the site. Cruise ships often anchor in the Little Russel in close proximity to the site. Vehicle drivers, passengers, cyclists and pedestrians using Bulwer Avenue and Les Banques have a panoramic view of the site. Consequently, the consideration of the visual impact of any design proposal for the site is of prime importance (**UAP Policy GEN5**).

7.3 The scale, siting and design of any structures to be placed on the site must pay due regard to the impact on visual amenity. The original Environmental Statement (ES) set out a landscape strategy for the site, suggesting ways in which the visual impact of the facility might be ameliorated. In this respect, a comprehensive approach to landscaping in and around the site will be essential to any design proposal (**UAP Policy DBE4**).

7.4 The Environment Department will specifically consider the following matters when assessing the visual impact of proposals for the site:

- The effect on views from nearby residential areas;
- The effect on wider views from the coast and from the sea;
- The effect on the mainly unspoilt character of the sensitive north-east coast and measures to limit views of development from this area; and
- The integration of any necessary flue stack(s) into the overall design.

7.5 In terms of building form, any proposal will need to demonstrate the provision of a ‘gateway’ feature on the sea approaches to Guernsey by focusing on the ‘sculptural’ and aesthetic impact of building forms; overtly industrial building forms will not be acceptable.

7.6 Site layout design should carefully address how the screening of any unsightly stockpiles of materials associated with the facility will be accommodated to ensure that the ‘gateway’ feature is not visually compromised, particularly from public views. The layout design should also demonstrate the degree to which any buildings planned for the site have been conceived comprehensively, thereby achieving a unified design with minimal cumulative impact. This will include consideration of materials, colour, juxtaposition of buildings, roof forms and relationship to context as well as the degree to which buildings and site levels have been arranged to screen intrusive stockpiles of materials, reduce the impact of noise and visual intrusion on nearby sensitive receptors (eg. residential units and recreational users) and methods of preventing the occurrence of wind-blown dust and litter.

7.7 It is also important to address the impact of the proposals on adjoining land uses to maintain the balance of commercial/residential and industrial development by providing building designs which are not overtly industrial. Applicants will therefore need to demonstrate that any submitted scheme for the site has, in its detail, been conceived with due regard being paid to the character of the eastern seaboard of Guernsey.

7.8 The perceived scale of large buildings juxtaposed against existing small-scale development surrounding the site is also sensitive and hence the design should consider measures to ameliorate any potential stark contrast in scale and massing, as well as reducing any adverse impact on the setting of Mont Crevelt and views from Vale Castle.

7.9 The Environment Department strongly recommend that some or all of the following measures (depending upon the scale of the proposals) are used to demonstrate that a high quality, unified architectural concept and design approach will be achieved:

- Site appraisal and plans;
- A Design Statement;
- Accurate Visual Representation (AVR). 3-D computer generated model with views taken from known co-ordinates on the ground, providing context and enabling accurate on-site assessment;
- Photo-montages;
- A model; and
- A comprehensive Landscape Strategy, including for example:

  > Identification of specific planting areas to reduce the impact on nearby residential uses;

  > Measures to screen recreational users of the adjacent boat moorings from noisy and visually intrusive activities;

  > Measures to reduce the impact on distant views of the site;

  > Provision of bunds, embankments and use of lower levels of fill to screen the facility, both from within the site and from distant views;

  > Treatment of the approach to Guernsey from the adjacent harbour area;

  > Enhancement of the setting of the pre-Martello tower at Mont Crevelt; and

  > Enhancement of views from Vale Castle.

7.10 The applicant will also be expected to demonstrate that its architectural design proposals satisfy the relevant policies of the Urban Area Plan-Review No.1 (as amended), though the Department's primary concern is to ensure that development does not prejudice or inhibit the long-term planning interests of the Longue Hougue Key Industrial Area and Land Reclamation Site (**UAP Policy EMP8**, as amended).

7.11 The construction of landscape features such as raised embankments, structural planting of trees/hedges and the building of access roads could be considered prior to the submission of an application for the development of the facility. However, the Department may consider that it is not possible to

establish the precise extent and location of the buildings proposed and that a precise road layout cannot be predetermined.

7.12 Whilst it is acknowledged that the nature of the proposed land uses are likely to offer limited aesthetics in visual terms, architects are encouraged to explore innovative and pioneering design solutions for what could involve a significant building/plant of considerable scale and massing in a sensitive location. There are examples of completed waste management facilities in both the UK and Europe that have been successful in adopting exciting architectural solutions that respond to and respect their specific setting; these could provide an initial point of reference.

7.13 It is acknowledged that, from time to time, there may be a requirement to construct additional and ancillary structures relating to the treatment of waste. While it is accepted that these additions may be very functional and utilitarian in use, efforts should be made to ensure that they generally respect the overall design concept for the site.

8. Access and Traffic

8.1 The main access road to the site is via the Bulwer Avenue junction, which has restricted visibility northwards and is at present a single priority 'T' junction. The significant numbers of vehicle movements required during the construction stage are likely to require both an improvement in the visibility at this junction or more likely, traffic signal control to maintain safe operation. A comprehensive wheel-washing facility will be also needed on the site to prevent transmission of mud and detritus from the site to the public road network during the construction phase.

8.2 Once the facilities are operational, the access must be capable of safely accommodating all traffic movements associated with the development, including Heavy Goods Vehicles (HGV's), emergency vehicles, delivery vehicles and visitors/staff.

8.3 In accordance with **Policy GEN7** and the guidelines set out in **Annex 6** of the adopted Urban Area Plan, a detailed Traffic Impact Assessment (TIA) should be prepared to accompany any submission(s) for planning consent.

8.4 The TIA should accurately gauge the likely impact of the proposed development(s) on traffic flows, neighbouring land uses and general transportation patterns within the locality (at least as far away as the Halfway and the Bridge). In traffic terms, it is acknowledged that siting waste treatment facilities alongside the highest category of road on the Island does provide the best opportunity for suitable and safe access for predominantly larger, slower-moving vehicles which would be expected to service such facilities.

8.5 In addition to off-site impacts, internal traffic circulation should be modelled to ensure that there is no conflict between commercial traffic and

private motor vehicles. It will also be important to ensure that access to future port-related uses is not compromised in the longer term, that the impact of construction traffic is minimised during the development phase and that the opportunity is afforded to provide a walkway/cycleway around the coastal perimeter of the site.

9. Services

9.1 There are no identified problems associated with the delivery of services and public utilities to the site, though it is important to ensure that there is no contamination to the water table arising from the development of the site.

9.2 Guernsey Water's Longue Hougue Reservoir site has recently become a water treatment works treating raw water stored in Longue Hougue Reservoir for distribution in the Public Water Supply. As the reservoir now represents the Island's major drinking water resource, this inevitably increases its strategic importance and the emphasis on the protection of the raw water entering the reservoir itself.

9.3 The Longue Hougue South site is situated outside the Water Catchment Area; Guernsey Water raises no objection to this application. It should be noted that Longue Hougue Reservoir has a number of existing rock fissures that act as preferential pathways for saline intrusion into the reservoir. The development of the site should be carried out in such a way that existing fissures are not exacerbated or new fissures created. Thought must be given to ground water pollution as Longue Hougue Reservoir and the site are linked by hydrogeology.

9.4 Specifically, any excavated material from the site that may be used or stored within the Water Catchment Area must be scientifically proven to be uncontaminated; each load must be scientifically proven to be uncontaminated. Approximately 80% of scientific testing of material may be carried out on site, with the remaining 20% to be carried out by a UKAS accredited laboratory. The results of this testing must be forwarded to Guernsey Water who may not supply water to the site if there is risk of contamination of water supply pipework.

9.5 It is strongly recommended that any proposed oil installation (particularly any underground installation) complies with Building Control Regulations and Section 4 (1) (c) of the States 'Water Supply (Prevention of Pollution) Ordinance, 1966'

9.6 It will also be necessary for developers to research the availability of gas, electricity, water and telecommunications to the site with the relevant agencies and they will need to demonstrate that opportunities have been fully explored for utilising all forms of recovered energy from any proposed facilities (**UAP Policy GEN1**).

10. Other Operational Matters

10.1 The developer will need to outline how the site is to be operated and illustrate this on an operational plan, which should *inter alia* include details of the following:

- site preparation works
- the surfacing of the site
- processes, including sorting, treatment, bulking of loads, break-up/separation of waste
- rate of use (average and maximum rate at which waste will arrive at and leave the site) both annually and daily
- maximum volume of waste and other products to be stored on the site at any one time (give the volumes for different categories of waste and other materials)
- maximum duration that waste and other materials will remain on site (differentiate between wastes and materials)
- hours of operation including maintenance periods
- numbers employed at the site (proposed)
- lighting arrangements
- sources of power
- sources of water and rates of consumption
- weighbridge
- wheel cleaning facilities
- fixed plant/buildings
- areas for the storage of skips and size and number of skips
- proposed floor space of buildings
- the nature, volume and destination of waste leaving the site
- means of transport of any waste leaving the site
- any arrangements for special or difficult waste
- site security (fences, gates etc)
- vehicle parking areas, including number and type of vehicles to be parked and whether overnight
- storage areas including details of materials to be stored, location and height of stockpiles
- storage of any liquid waste
- storage of fuels and oils
- site drainage, including interceptor ditches, settlement lagoons etc
- any special drainage arrangements
- any proposed diversions of services

11. Environmental Impact Assessment

11.1 As part of the process of formulating a Development Brief, it is considered appropriate for the Environment Department to provide additional

pre-application guidance on the preparation of an Environmental Impact Assessment, though it should be acknowledged that this can only be generic at this stage pending the formulation of detailed proposals.

11.2 The proposed development of a residual waste treatment plant at Longue Hougue South would fall within Schedule 1(a) of the Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 as development requiring an EIA being:-

'a site for the disposal or processing of waste, including landfill sites, sites for the disposal of hazardous waste, for waste incineration or for the production of energy from waste, but for the avoidance of doubt, excluding a small scale facility for the recycling or sorting of waste'.

11.3 Schedule 5 of the Ordinance outlines the general terms of reference for the preparation of an Environmental Statement (ES) in relation to EIA development, which will need to be submitted by developers/agents, as part of any planning application for a waste treatment facility or other solid waste facilities (as appropriate) at Longue Hougue South. An Environmental Statement must provide an assessment of the likely significant environmental effects of the development, including an assessment of any matters, where relevant, which the Scoping Opinion specifies must be addressed in the EIA and such an assessment must include the following matters:-

(i) specify the methodology used in carrying out that assessment,
(ii) specify the criteria used for assessing environmental effects,
(iii) include a suitable and sufficient assessment of the main significant effects which the development is likely to have on the environment including effects on population, fauna, flora, soil, water, air, climatic factors, material assets (including the architectural and archaeological heritage) and landscape,
(iv) specify how it is intended to remedy or mitigate and manage the likely significant adverse effects on the environment and to enhance any likely significant beneficial effects on the environment,
(v) specify the likely residual effects on the environment after the likely significant adverse effects are mitigated and managed as set out in sub-item (iv), and
(vi) specify how the effects on the environment arising from the development are to be monitored when and after the development is carried out.

11.4 For each of the main topics/issues identified, it will be necessary for the Environmental Statement (ES) to:

a) Review the baseline conditions at the site, the surrounding locality and the wider area;
b) Consider the social and economic planning policy context, where relevant;
c) Identify the main receptors;
d) Identify the potential environmental effects;
e) Assess the significance of the impacts (including any cumulative impacts);
f) Establish the environmental/legislative parameters; and

g) Adopt a robust methodology, either from desk- based analyses or site surveys, to assess the potential impacts identified.

11.5 Section 10 of the Ordinance states that the Environmental Impact Assessment (EIA) should also include a 'Compliance Document', though this may form part of the Environmental Statement (ES). A non-technical summary of the EIA should also be submitted that can be easily read and understood by the public.

11.6 It should also be highlighted that the Environmental Pollution (Guernsey) Law, 2004 requires waste activities that may cause pollution of the environment or harm to health to be subject to a licencing permit, together with appropriate safeguards.

12. Phasing

12.1 It is envisaged that the site will be developed in phases or modules over a period of several years as the solid waste management facilities are brought on stream. The development should therefore be subject to a programme of construction in order to minimise any adverse impacts on local businesses and the local road network.

12.2 Consideration will also need to be given as to whether the site is capable of accommodating further extensions/phases in the event that waste arisings are greater than planned or additional solid waste facilities are developed within the overall site.

12.3 As the site forms part of a wider key industrial land allocation in the Urban Area Plan, reference should be made to **Policy GEN2** which seeks to ensure the optimum use of land. Hence, as a general development principle, individual proposals should not prejudice or inhibit future development opportunities, especially at the Longue Hougue Key Industrial Area **(UAP Policy EMP8** as amended).

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CONCLUSION

13.1 The development of solid waste infrastructure is a high priority for the States of Guernsey and all elements that contribute to the current waste strategy must be planned in a sustainable manner. It is envisaged that the recently adopted amendments to the Urban Area Plan, supported by this Development Brief, should provide the context for determining any planning applications that may be brought before the Environment Board.

13.2 The Environment Department consulted with relevant States Departments and other relevant agencies on the Draft Brief and invited public comment on the potential impacts arising from any proposed development(s); the comments received have informed the finalisation of this Development Brief.

13.3 Developers, agents and their architects are strongly advised to use the Development Brief as a preliminary to drawing up detailed proposals at Longue Hougue South and Environment Department staff should be consulted at an early stage on any issues/clarification arising from the document.

13.4 To summarise, any planning application(s) should include the following:

- An Environmental Statement
- A Non-Technical Summary
- A Compliance Document
- A Planning and Design Statement
- A Transport Impact Assessment

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ANNEX A: PLANNING PROCESS CHART

Development Brief

Environment Department publish Draft Development Brief
Draft Brief subject to public consultation
Environment Board consider comments received
Environment Department publish Final Development Brief

Pre-Application Discussions

Environment Department provide advice, specifically on:

- Issues to be included in the EIA and design concepts
- Traffic/access issues

Preparation of Planning Application

Developer undertakes detailed site survey/assessments
Detailed investigation of environmental impacts undertaken
Measures proposed to mitigate identified impacts
Developer prepares Environmental Statement (ES)

Submission of Planning Application

Developer submits Environmental Statement (ES) with planning application
ES to be supported by a Non-Technical Summary
Developer submits TIA and Planning and Design Statement

Consideration of Application by Environment Department

Environment Department scope the Environmental Statement (ES)
Consultation with relevant States Departments (as appropriate) and non-States persons/bodies with relevant expertise
Formal 'Scoping Opinion' issued by the Department (28 days)
If required, the developer submits 'Compliance Document' and any amendments to the Environmental Statement (ES) in response to the 'Scoping Opinion'
Planning Application becomes 'duly made'

Determination of Application by Environment Department

3-month period of determination commences
Decision Notice issued: Approval, Conditional Approval or Refusal
(Note: Building Regulations Approval may also be required and an Environmental Licence issued)

REFERENCES

a) The Land Planning and Development (Guernsey) Law, 2005 – Projet de Loi

b) The Land Planning and Development (Environmental Impact Assessment) Ordinance, 2007 – Projet de Loi

c) Urban Area Plan-Review No.1 (July, 2002) - Environment Department – States of Guernsey

d) Strategic Land Use Plan - Policy Council – States of Guernsey

e) Government Business Plan - Policy Council – States of Guernsey

f) Solid Waste Strategy - Public Services Department – States of Guernsey

g) Waste Disposal Plan – Public Services Department – States of Guernsey

h) Environmental Statement (2001) – Technical Appendices - Terence O'Rourke plc

- Air Quality
- Water
- Traffic
- Solid Residues
- Natural Heritage
- Cultural Heritage
- Land Use and Community Effects
- Landscape and Visual Effects
- Noise

i) Environmental Statement - Update - Ramboll, Whitby, Bird (February, 2009)

j) Proposed Amendments to the Urban Area Plan-Environment Department (November, 2008)

k) Inspector's Report to Policy Council on Proposed Amendments to UAP (May, 2009)

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